

INTERNATIONAL CONVENTION OF RAILWAY MODELERS 1970

GUIDE FOR DELEGATES INTERESTED IN TRAMS (streetcars) & MODEL TRAMS

Produced by the
TRAMWAY MUSEUM SOCIETY OF VIC. LTD.

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INTRODUCTION.

Included in the private layout visitation list (March 2nd, 4th, & 5th.) is a tour for tramway enthusiasts.

Upon arrival at Malvern "Tramway Hall" each group will divide into two. One party will enter the hall and inspect the model tramway exhibition while the other party will walk a short distance to the tram depot. The parties will then swap so that those at the hall can inspect the depot and those at the depot can see the exhibition. At the Malvern tram depot are stored 4 historic cars owned by the T.M.S.V. Delegates can inspect and photograph these cars (flash or time exposure required). The group will also be able to look over some of the tram fleet at the depot including SW6, W5, & W2 class cars which are in regular service and the now withdrawn W3 & L class.

During their free time delegates may wish to travel over some of the Melbourne & Metropolitan Tramways Board system. Notes included in this booklet may be of assistance.

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CONTENTS:

	Page
(1) introduction	1
(2) contents	1
(3) history of the Tramway Museum Society of Vic.	1-2
(4) map of Malvern depot and area	2
(5) history of tramway system and Malvern depot	3
(6) the model tramway exhibition	3-4
(7) places of tramway interest on the M&MTB system	4-5
(8) ballarat tramway system- history and map.	5
(9) map of Melb. tram system (10) sales price list	6, 7-8

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THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LIMITED.

The society is a non-profit company limited by guarantee of its members. It was incorporated in 1963 at which time it took control of a number of exhibits aquired by a tramway enthusiast group. The specific aim of the T.M.S.V. is the building of an operating museum. Membership stands at aprox. 120. 4 of the trams are stored at the Malvern tram depot, the rest are on various private properties near Melbourne, pending transport to the museum site.

The recently aquired site is at 'Bylands' railway station, some 30 miles north of Melbourne on the Hume highway (main road to Sydney). The station area, caretakers cottage and just over a mile of track (5'3" gauge) is being leased from the Victorian Railways.

Planned development consists of;

- a- construction of a depot and transport of cars to site
- b- re-gauging of railway to 4'8 1/2" and provision of sub-station, overhead wire, etc.

Equipment Roster;

Car No.	
8	* † From Bendigo (No3), at present being re-built to Hawthorn Tramways Trust condition. California combination car.
217	* † Birney (doors for left-hand running) M&MTB. This car has just been restored to 1930's condition.
164	* † Single truck car, M&MTB. Externally restored.
180	* † Radiax truck car, M&MTB. At present used as workshop.
20	Vic. Railways Tram (5'3" gauge) enclosed toastrack - externally restored. The society plans to re-gauge this car.
22	Geelong tramways. Largest single truck car in Aust.-Body only but the society owns a suitable truck.
34	V.R. tramways (5'3") bogie drop-centre car. Will be

cont....

- re-gauged by the society.
- 467 M&MTB single truck one-man car X1 class
- 680 " " " " " " X2 "
- Cable + Owned by a member, restored. Will become T.M.S.V. property.
- dumney Only preserved cable car outside State museum. (museum car
- and 2 + is not on public display)
- trailers
- Horse tram + Will re-quire complete re-building.
- StKilda Junction Signal Box.
- Sundry tickets, photos etc.

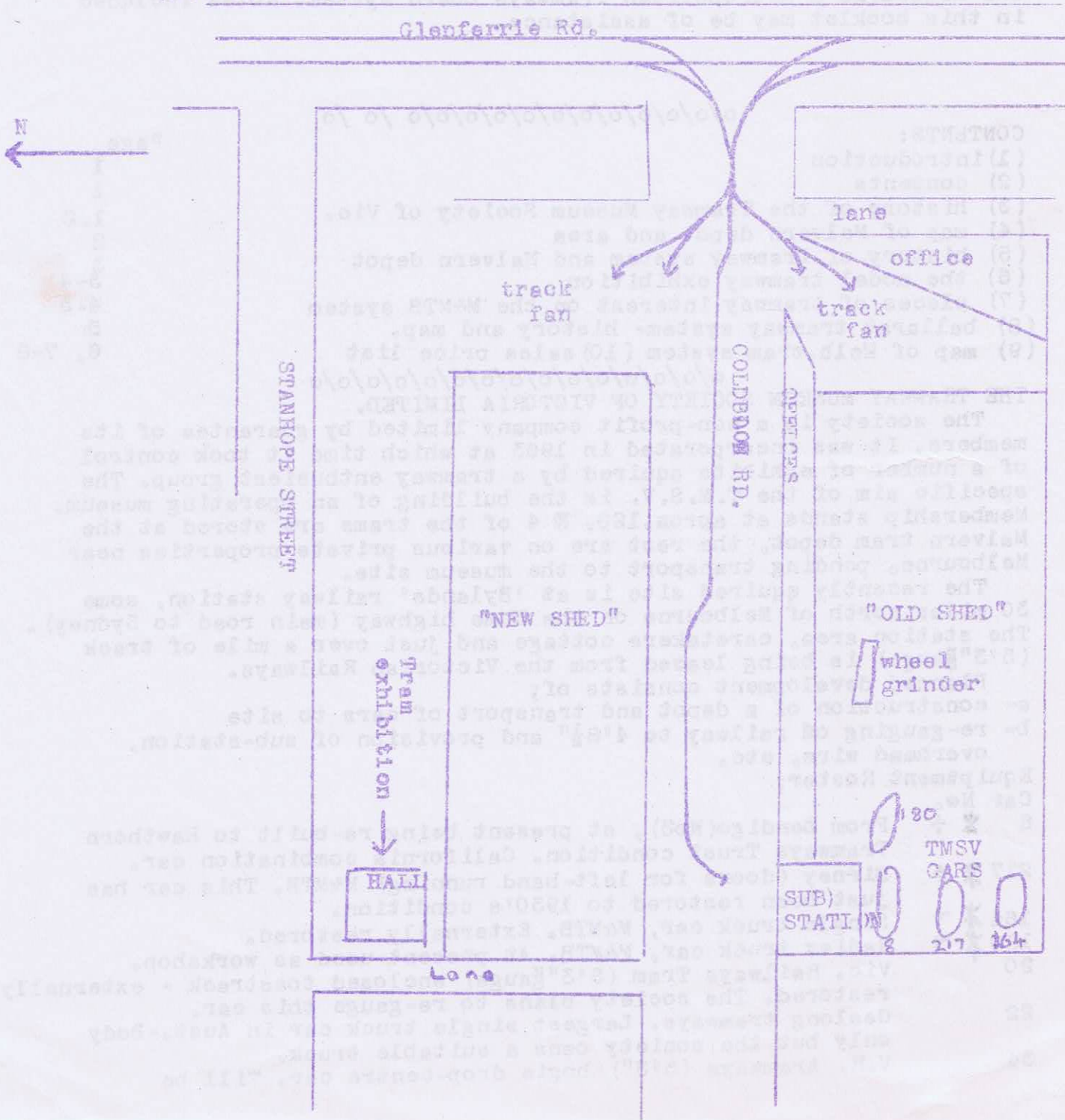
* at malvern depot.
+ stored under cover

Membership queries, etc write to: T.M.S.V.
141 High St.
Prahran 3183
Vic. AUSTRALIA.

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MAP OF MALVERN TRAM DEPOT.

(not to scale)



SHORT HISTORY OF MELBOURNE TRAMWAYS.

1872 saw the formation of a company which opened the first cable line in 1885. The cable system expanded until it reached over 40 miles - 3rd. largest in the world.

Other major operators were:

Prahran and Malvern Tramways Trust

Hawthorn " "

Melb., Brunswick & Coburg " "

Footsgrey " "

Northcote " "

Nth. Melb., Essendon Electric Tramway Co.

The trusts were set up by local councils - the largest being the P&MTT.

The first P & M car ran in April 1910, almost exactly 60 years ago!

A "Melb. Tramways Board" took over the cable lines in 1916.

Concerned with the development of so many isolated systems the government formed the MELBOURNE AND METROPOLITAN TRAMWAYS BOARD in November 1919 (50th anniversary was celebrated last year). The board took over the trusts and cable lines and later purchased the NMET Co. It acquired 450 cable trams, 46 miles of cable track, 70½ miles of electric track and 186 cars - of 21 different designs! To overcome shortages some 150 cable cars and 36 electric cars were built to existing designs.

In 1923 the first of the standard W class appeared. 410 W, W1 & W2 cars were built. All being converted into W2's in the 1930's.

The W2 is the drop-centre, equal wheel bogie car seen on most of the system. Numbers run from the 200's to the 600's.

The board standardized and modernized the network, built central workshops at Preston and electrified and extended lines. The last cable line lingered on until 1940.

In the 30's, 40's, & 50's the "W" design was modified, resulting in the W7 class which runs on the Bourke St. routes. One car, 980, was built in 1950 using P.C.C. equipment. The W7's copied some features from the P.C.C. but no further PCC cars have been built.

Since WW2 the board has renewed over 50% of its track, modified the older class cars and altered the power system. Future plans call for 100 (eventually 250) new trams, tram subways in the central business district and increased reserve-track mileage.

The system stands at approx. 700 cars, 140 route miles of tramway and 120 miles of buslines. The staff numbers almost 5,000.

Malvern Depot

This was the headquarters of the P. & M. T. T. and was built in 1909/10. The old shed still stands but the Board room is now the inspectors office and the workshop is a sub-station. The hall in which the exhibition is being held was also built by the P. & M. and the area between Stanhope st and Coldblo rd. contained workshops, per-way yard etc. With the extension of the electric system under the M&MTB extra depot capacity was needed and so the "new shed" was constructed. Only last year a new run-out was installed.

The L class were built in the Malvern shops and Birney 217 was erected only a few feet away from where it was restored by the TMSV over 30 years later. Other P&MTT built cars still run in Ballarat.

Several other minor lines existed. The Victorian Railways ran two lines (one 5'3" gauge, the other 4'8½") for many years.

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THE MODEL TRAMWAY EXHIBITION

The exhibition is open to the public from March 2nd-6th (6-10pm.) and admission is free to convention delegates.

P.B.P.S. display.

You already have some information about Puffing Billy as you will visit this line on Thursday (5th). The society stand contains an On2½ model of the train. "The Puffing Billy Story" (price 30c) will be available. It gives a concise history of the line and the society.

½ INCH TO THE FOOT MODELS AND LAYOUT.

Scale 1:24, Gauge 2 5/16ths in., Voltage 12v dc (20v in Sydney)

Richard Youl, who resides in Sydney, erected the first ½ inch car in Aust. in 1960. Several Melbourne residents adopted the scale which enables super-detailing of Aust. prototype vehicles. The layout has been built on a club basis; each member building one or more sections which he uses as a static display board for his own cars when the layout is not assembled for exhibitions, etc.

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At the front of the layout are data sheets for each car.

HO TRAMS

(a) Anthony & Cookes models. Based on cars which ran in Western Aust. These include a "steppless car". Anthony will be available most nights to give further details about these cars.

(b) Numerous commercial models, some modified to resemble Aust cars.

"O" GAUGE CARS

All are based on Aust prototypes. Some have been borrowed from a modeler in New South Wales for the display.

TMSV Sales Dept.

Many items of interest here;

An L.P. record of Melbourne trams.

Books about Aust. Trams and Systems.

Scale drawings of local cars.

You may not wish to purchase items now but feel free to inspect the range and order by mail at some future date.

M. & M.T. B. MODELS

Models supplied by the board range from 1:24 to 1:10, and include cable cars, electric cars and a model of the proposed subway system.

OTHER DISPLAYS

Photographs, tickets and A COMPLETE CABLE TRAM GRIP MECHANISM.

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PLACES OF TRAMWAY INTEREST IN MELBOURNE.

These notes may help delegates who ride the system during their free time. Please ask permission before entering M&MTB depots, workshops, etc.

Balaclava Junction (cr. Hawthorn & Balaclava Rds.)

The only 'grand union' in the southern hemisphere. 2 tracks each way crossing at rightangles with twin curves around each corner.

Catch route 64 or 4D tram from Swanston st. city.

StKilda Junction, Queens Way, Dandenong Road.

The Junction was once controlled by a signal box, now owned by the T.M.S.V. but during 1960-68 a freeway project necessitated the re-building of the area. Automatic signalling, pointwork (turnouts) mounted on resilient rubber pads, and a pedestrian subway to the tram station have been installed. The new freeway "Queens Way" carries a double track tramway in the centre reserve. This links with Dandenong rd. which also has reserve track in its tree lined plantation, and decorative centre-bracket poles. The 64 tram from Swanston st. runs along this private right-of-way for over two miles.

Wattle Park

The Wattle Park tram runs from Batman Av. terminus near Princess Bridge. The 137 acre park is operated by the M&MTB. It has a golf course, sports ovals, picnic sites and a Chalet. The Chalet was built in 1928 largely of material from an old cable tram engine house. The fence along the main drive is constructed from one of the heavy cables which once hauled comuter-laden trams. The last section of the tram route is one of the few remaining single track sections on the Melbourne. It has a 1/2 way passing loop and is protected by signals. The roadway will be widened and the track will be duplicated shortly.

Former Cable Winding House

This is located at the corner of Nicholson and Gretrude Sts. near the city. Catch the tram from Bourke St. and ask for the "Exhibition Building".

City Termini

(a) "CITY" North end of swanston St. Signal box and 5 crossovers for rapid turning of cars in peak period.

(b) "CITY-SPENCER ST" West end of Bourke St. A short length of cable track, with slot, is visible in the roadway at the end of the north track.

(c) Batman Av. Signal cabin and sissors crossover.

Preston Workshops

Catch "West Preston" tram in Collins St. City. Do not enter "shops" without permission. The 16 acre site contains the overhaul facilities for the system. 2 traversers connect the main buildings. Nearby is Old Preston depot used for storing cars out of service. A single track hump-back bridge crosses the railway next to the "shops".

South Melb. Depot.

Catch StKilda Beach tram in Williams st. of Sth. Melb. Beach car in Swanston St. The depot also is the main per-way yard for the system.

The fleet of scrubber and grinder cars are kept here and it is the garage for the Breakdown truck.

Malvern Depot

If you miss the guided tour then come on Sunday (8th). Catch the Glen Iris Tram in Swanston St. to Malvern Town Hall then walk south along Glenferrie Rd. T.M.S.V. members will be working on the Museum cars at the back of the old shed from 10am to 4:30. Just introduce yourself and we will show you round.

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Tram headways average 10-15 min. on mon-sat. but may be over 30 min. on sundays. Buses replace certain runs on sundays.

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If you are still in Melbourne during Easter you may wish to attend the AUST. ELECTRIC/ASSOCIATION convention from March 27-30. Contact Ken Craven, ^{traction} 31 corhampton Rd. North Balwyn 3104. (tel- 85 3395) The ~~itinerary~~ includes tours of the M&MTB and VR electric systems. itinerary

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BALLARAT TRAMWAYS.

The systems of Ballarat, Bendigo & Geelong were aquired in 1931 by the State Electricity Commission when that organization took over a private electricity supplier. Ballarat started with horse power in 1887 and electric power in 1905.

The S.E.C. renewed equiptment in the 30's and 40's. The existing stock was purchased second-hand from the M. & M.T.B.

Bogie Cars. No.34-43.

Bogie drop-end and centre. built 1913-18

Brill 22E Max-traction trucks.

Single Truck Cars. No.11-33

Drop-end open combination cars. Open ends closed in when converted to one-man operation.

Built 1913-20. Brill21E truck

The Geelong system closed in 1956, moves to close the other 2 systems have been made several times; the most recent only last year. This was only narrowly defeated in parliament and due to losses and the age of equiptment the trams are not expected to last much longer. For further details see "Destination Eaglehawk" traction publications Price 60c from TMSV sales dept.

Ballarat

